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No. 152, 13th YEAR, FEBRUARY, 1967

Published first Thursday of the month

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First member of the Women's Royal Naval Service since the end of the Second World War to be sworn as an official shoreland sailor at a naval court martial in the Port of 20-year-old Gillian Robbles, daughter of Mr. and Mrs. V. A. Robbles, of Bursack, near Chesham.

SECOND SEA LORD HAS IMPORTANT NEW POST

Changes, "designed to help the Minister of Defence in the formulation of defence policy," recently announced, include the move of Admiral Sir Desmond Dreyer from the post of Second Sea Lord to that of Chief Adviser Personnel and Logistics—a completely new appointment.

To fill the vacancy thus made, Vice-Admiral Sir Peter Hill-Norton will hold the post until August. On the other side the post of Navy Minister has been abolished. Mr. Maurice Fyfe has been appointed the new Under-Secretary of the Admiralty Board.

(See also page 8)



Admiral Dreyer



Mr. Maurice Fyfe



Vice-Admiral Hill-Norton

DEFENCE CUTS BEGIN TO BITE

As talks opened in Capetown at the end of January on Britain's decision to withdraw its permanent force from the nearby Simonstown naval base, the House of Commons was being given details of the ending of the Royal Navy's 170-year association with Malta.

In each case defence cuts are beginning to bite, though the figures for estimated savings are a flexible in the Service's budget.

First the Simonstown base could be taken the Command-in-Chief, South Atlantic and South American, and the role remaining in the fleet.

In view of the political situation in southern Africa, the Capetown talks are unlikely to the public or Service attention, but quelling Malta and the Mediterranean is a decision causing panic of conscience and doubt, and a major political issue.

Again, the spring, equipped with overall defence expenditure, is only about £6,000,000 a year, but the importance of the economy may be regarded more in a taken of the Government's aim than immediate results.

The Mediterranean Squadron (destroyers Dainty and Ligette) RFA and Lowestoft) will be returning to the United Kingdom this spring, followed by the

Fleet Maintenance Unit and three support facilities.

Six coastal anti-submarine will be withdrawn in September.

Admiral Sir John Hamilton will cease to be Command-in-Chief, Allied Forces, Mediterranean, in April. His place may be taken by an Italian admiral in a new amalgamation of NATO Mediterranean and Southern European Commands.

The NATO admiral would have a British Chief of Staff—probably a one-admiral.

More than 800 Melrose are serving with the Navy, 150 in the fleet and 210 in the coast, and it is planned to run down the number to about 400 by 1969. This could be effected by annual wastage.

Two Hermes pilots die

Lieut. James Smith, pilot of a Sea Vixen, and Lieut. John Edward Hutton, pilot of a Wessex helicopter, lost their lives during flying exercises from HMS Hermes at Gibraltar on January 13.

The officer of the Sea Vixen and the crew of three of the Wessex were rescued.

The aircraft carrier, which has been based at Portsmouth since July 1961, after spending 100 years in Devonport Dockyard undergoing modernisation, sailed from Portsmouth on January 16. She will return to HMS Victrola.

NAVAL DIVING TEAM'S CONISTON SEARCH ORDEAL

In biting cold, in the eerie black depths of Coniston Water, a team from Scotland and Northern Ireland Command Diving Centre at H.M.S. Safeguard, Rosyth, endured extreme conditions in the effort to recover the body of Donald Campbell.

After the disastrous end to Campbell's water-speed record attempt with Bluebird, the nation waited for ten days while the divers probed the wreckage, and followed every threat and tried every ruse in their efforts to find the body.

Finally was a bitter disappointment for a team which worked to hard in circumstances reaching the limit of endurance. Light divers were ransacked, and Bluebird's depth—141 feet—was given them a maximum working time on the bottom of 14 minutes.

In decompressing running up, they clapped five minutes at 70 feet and a further five at ten feet.

FULL CREDIT

That was when the cold really set in. There was nothing to be done there except to have suspended until the team dropped by.

"The team did extremely well in conditions which were as bad as could be found anywhere," said Lieut.-Col. John Fatchett, leader of the team. "I give the divers full credit for the way they worked the whole time."

The divers in the team were PO Ted Stennan, from Timburlage; LS Charlie Kimpson,

For West Indies

The destroyer London, accompanied by the frigates Phoenix and Belvoir, the submarine Attila and the tanker Hilda, under the command of Rear-Admiral M. P. Pollock, Flag Officer, Second-in-Command, Home Fleet, left Portsmouth on January 9 for the West Indies.

Calls will be made at St. Vincent, St. Lucia, Barbados, the Grenadines, and Bermuda, as well as the U.S. Naval Base of San Juan, Puerto Rico.

On passage the ships will exercise with the Royal Netherlands Navy Ship Leerdam, commanded by Capt. Izzi Visee, R.N.L.

The third International NATO Naval Squadron (Netherlands Ship HNLZ, which based up all Bermuda on January 19, consist of H.M.S. Hereward and ships from Canada, the United States, and Netherlands.

(See also page 10)



ARMEFUL OF CHARM

SA Cotton, from the earlier Victorian, helped to distribute gifts and entertain orphaned children at Victoria Institute.

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COMMISSIONING FORECAST

Rapid's duty—ERA training at Rosyth

An interesting item is the most recent drafting forecast released by the Admiralty Board, in the commissioning on May 1 of Rosyth of H.M.S. Rapid as a tender to H.M.S. Caledonia for the training of engine room artificers.

Rapid, in with "Type 25" first class, will be in commission on May 1, 1967, and will be in service until 1971, being built in 1961 and 1962, being built in 1961 and 1962.

H.M.S. Rapid—tender ship of H.M.S. Caledonia—will commission on May 1, 1967, and will be in service until 1971, being built in 1961 and 1962, being built in 1961 and 1962.

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No 'Dracula' near the end

Sailors are different from landmen, and Service men from civilians. All of us in the Navy have to face the change—the very marked change—that leaving it for the shore and for civilian life involves, and you may be interested in how Draily takes account of the problems of man leaving the time to leave.

How far in the Navy community is preparing a man for his transition into a civilian? Draily is bound by the rules to try this in a compelling form for pensioners but for men in the U.K.-based service, but how I must point out that this is not anything from preparing him in the future Channel to a job on the home shore.

However, CND has in do much more, and in the future Draily is bound by the rules to try this in a compelling form for pensioners but for men in the U.K.-based service, but how I must point out that this is not anything from preparing him in the future Channel to a job on the home shore.

It is in this time you are already in the United Kingdom, there is no great difficulty, but if you are abroad, Draily has to make sure that you are back in the U.K. in time.

You are responsible for the CND in time for a job in the home shore.

SHORTH-TERM ENGAGEMENTS

If you should be in the (and in) short-term engagement, the Navy does not plan to give you a job in the home shore.

Draily is obliged to bring you home in time to take your first leave—no obligatory spell in the U.K. but a spell in the home shore.

Needless to say we only do this in the home shore when we want.

If you complain a 9, 12, or 14-year engagement, you can apply for a full-time P.R.V. course, but will only be allowed to take it if you are a man placed in pension and if you are not in the home shore.

DRAFTY'S CORNER

Why does Draily send me a notice that I am in the home shore? I am in the home shore, but I am not in the home shore. I am in the home shore, but I am not in the home shore.

A full-time service man, Petty Officer Smith, who is in the home shore, but I am not in the home shore. I am in the home shore, but I am not in the home shore.

SHORTH-TERM DRAFTS

However, both Petty Officers Smith and Baker, who are in the home shore, but I am not in the home shore. I am in the home shore, but I am not in the home shore.

Needless to say we only do this in the home shore when we want.

If you complain a 9, 12, or 14-year engagement, you can apply for a full-time P.R.V. course, but will only be allowed to take it if you are a man placed in pension and if you are not in the home shore.

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If you complain a 9, 12, or 14-year engagement, you can apply for a full-time P.R.V. course, but will only be allowed to take it if you are a man placed in pension and if you are not in the home shore.

the end of your engagement, but I hope that what you have said will help you understand why these engagements are different from the end of your engagement.

It is not just Draily's notice that is the end of your engagement, but it is the end of your engagement.

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THE BOMB THAT SAVED HIS LIFE

Five men can claim that they owe their lives to a bomb, but one of them is Lieut. E. F. Jerrum, who tells his ninth anniversary in the Royal Navy since 1923. But that was not the only occasion on which his lucky hit was in the arsenal.

Your ship, during the war, was "on the move" just at the right moment, and later now, after 44 years' service—10 of them in submarines—grateful that he was fortunate enough to "grow old gracefully."

He says that nothing went wrong in him after founding all columns one Sunday at the "tinker" training camp in St. Helens.

His establishment only began was added, let alone, after four years in Boy Scout, could "blow a high one straight," and he was hardly mentioned from working for the job.

He joined the submarine branch in February, 1928, and did not leave until he went to pension in 1942.

Venue in which he served and which were later lost in the submarine Thetis, Olympus, and Norwalk.

After service at island command in Tokyo, he left to become coxswain of Uik, which was leaving for the Mediterranean in December, 1940.

"Two days before sailing," he says, "I went to the Carlton cinema at Portsmouth. The place was bombed, and instead of the Med, I found myself in Hants Hospital."



Lieut. E. F. Jerrum

Uik was hit a couple of months later.

Continuing in his memoirs in the spell in the submarine Telemachus. His commanding officer, Cdr. W. D. King, in his book "The Stick and the Stars," describes the adventures and training from Trincomalee and Fremantle on patrol around Singapore, Surabaya, etc.

In this submarine lesson was awarded the D.S.M. Later he got the B.E.M.

WONDERFUL LIFE

In April, 1949, Lieut. Jerrum joined the Career Service, and has spent the last 18 years in Preston, London, and Acton.

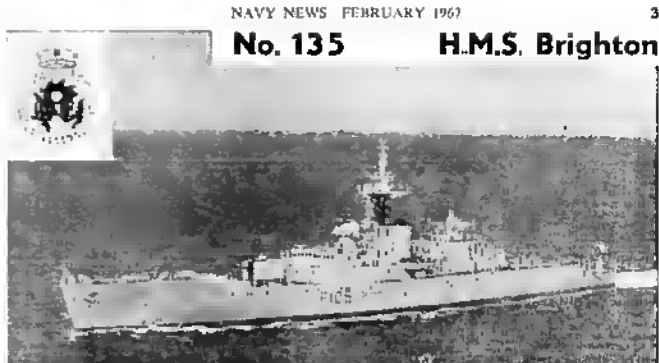
"All in all I have had a wonderful life," he says.

Points leaders on rosters

The following table shows the total points of each man at the top of each roster at January 1, 1967. The number in brackets indicates the number of men with the same number of points. When a leader is shown as a "1", it means that there are no other men with the same number of points. The number in brackets indicates the number of men with the same number of points.

Points are based on November 30, 1966, and are not affected until April 1, 1967.

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BRIGHTON BEATS THE BEIRA BOREDOM

Relieving the monotony of long periods of patrol duties in H.M.S. ships, particularly small ones, is something of a problem, but H.M.S. Brighton, which arrived at Singapore on December 14, having steamed 24,000 miles in 85 days at sea since leaving the United Kingdom on August 22, 1966, managed to overcome boredom.

Most of the time the ship was employed on the Rhodesian oil blockade off Beira, over 300

(continued from page 2)

NOTES.—It is emphasized that the dates and particular events are for information only and may be changed without notice.

The term "H.M.S. Brighton" means the ship, and not the crew, who are to be expected to leave and return.

For short shifts it is to be understood that the dates shown are those on which the ship is to be employed, and not the dates on which the ship is to be employed.

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ships being investigated and small boarding parties being sent to investigate.

The ship's company amused themselves with all sorts of leisure activities—quizzes, 22 shooting competitions, chess, draughts, photography, sketching, in addition to the normal tumbledown and film night.

A variety show, which revealed all sorts of hidden talent, was put on, and this was followed by the ship's own glee group, the Ramrod.

Some people took up correspondence courses and there were "keep fit" classes every evening.

These proved invaluable to the Brighton's crew, who were rewarded by winning matches against H.M.S. Triumph, the heavy target ship, with a much larger complement.

High spots too far were visits to Mombasa, particularly evocative taking a few days leave to visit Nairobi, or to go up country on safari to the big game park.

H.M.S. Brighton, built by

EXCHANGE OF SHIPS

Lieut. W. C. Cooke, H.M.S. Puma, being ordered to M.S.H. in S.H.1, Portsmouth, for duty in Admiralty of London, will leave in month.

Ship 11, H.M.S. Puma, will be ordered to M.S.H. in S.H.1, Portsmouth, for duty in Admiralty of London, will leave in month.

Ship 11, H.M.S. Puma, will be ordered to M.S.H. in S.H.1, Portsmouth, for duty in Admiralty of London, will leave in month.

For this year's holiday

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Are Service wives' clubs just
a between-the-wars 'hangover'?

LONELINESS

BOLD CALL FOR 'RE-THINKING'

Families Page

"All the needs is a good
shike" is a form of approach
to social problems now meti-
cally being cast aside by a
more enlightened society,
but in the living of the pen-
dulum have ideas become
muddled into an exaggera-
tion of loneliness, and the
attempted creation of apat-
hetic and useless "wives'
clubs."

One who thinks so is a banga-
dim's wife, who has written a
forthright article for the SSAFA
Magazine, following a non-
presence at which the problems of
Service families were discussed.
Here are some of the points she
makes.

I am absolutely convinced
that wives need a whole new
attitude to the war and tide.

TIME WASTED

Everybody seems to be
down on the loneliness-boon-
dom of married wives. I think
madness, furia, nerve-racking

time, anxiety, and goodwill are
wasted on nonsensical efforts
to remedy it—and I say wives
quite deliberately need it if
conditions are harsh.

Loneliness and boredom are
not the sole result of the Ser-
vice wife. What about the wives
of long-distance lorry drivers,
commercial travellers, trawler-
men, explorers—and Mrs. Fran-
cis Chalmers? And what about
widows for heaven's sake?

Loneliness is part of the
human condition, and there is
no remedy except in the indivi-

dual, apart from the ordinary
kindnesses. It is thinking that
it is a social problem.

I could produce the most
grossing nannies' clubs—
wives struggling to keep them
alive in the teeth of apathy that
I could possibly find less suc-
cessful ones dealing (truth-
fully, that is of constant fail
attendance.

Wives' clubs are a between-
the-wars hangover. Perhaps they
are the answer, over time, but
more monthly wives' clubs meet-
ing is not going to remedy the
miseries of separation. How can
it?

It is for the individual to
organise herself to face it and
endure it, and most of all to do
it. I will know from the start
that no one would, or could, or
should have to come to the
rescue, don't you think the
world manages to live with-
out help?

There are so many for more
disastrous things that need only
sympathy and effort—mentally-
retarded children, and debits, and
bereavement.

FACT OF LIFE

In the face of so much in-
justice, I resent being asked to
cope with someone too idle to
find a job, to invite friends to
his house—to organise his own
life in fact.

Of course I do it, but we will
never get on till we find living
separation at a fact of life, and
not just no relief fact of Service
life.

My money is on things that
are useful to the community—a
nursery school to enable the
woman to get out of the house,
even to take a part-time job.

We try to turn everything into
an excuse for a man and a cup
of tea—the thrill they, babies'
niece, sewing machine, helping
to brighten up the man's



"Numbers game be demand!
Their's own phone here for
200 minutes, quarters, and
nobody's home, it's ring-
ing at 4 o'clock."

Wives' stake

Addressing No. 111 Mechanic-
ian's Qualifying Course in
H.M.S. Sultan, Gosport, at the
presenting, testimony, Rear-
Admiral C. H. S. Wise, the Chief
Staff Officer (Technical) in the
Commander in Chief, Home
Fleet, said: "A big change in the
Navy is that wives have now be-
come recognised as an absolute
necessity."

"For too long the Navy tried
to pretend that wives did not
exist. I hope wives feel that they
have now taken their place in the Service
as much as we do."

Rear-Admiral Wise, who was
accompanied by Mrs. Wise, was
presented with a ship's ring by
Capt. I. D. Dymoke, R.N., Com-

CHRISTMAS BABY AT BOWLANDS



There was a Christmas
Baby for CPO Derek J.
Hurani and his wife Mary,
at Bowlands, the Royal
Navy and Royal Marine
mainly born at Southsea.
It was their first child, a son,
and weighed 7 lb. 5 oz.
"I had a lovely time,"
Mrs. Hurani told "Navy
News."

"My husband was going
in to be away until March,
and it was a load off both
our minds to get him up
in the confinement. As it
happened, the man he was
to have replaced re-engaged
at the last minute, and he
was able to be with me."

"But I am still glad to
be at Bowlands for the birth. It
was like 10 days in a lovely
home, with a lovely view
over the Solent. On Christ-
mas Day the staff made a
tremendous effort and put
on a starry night spread. Our
husbands were able to join
us for the Christmas dinner."

"The men are worth every
penny for the peace of mind
in removing so many prob-
lems."

hideous dining hall—anything
Officers' wives nowadays must
divest themselves of their ling-
ering consciousness of rank—and
live young women want to be
"visited," however unpropor-
tionately it is done.

If people know that you are
amiable, and friendly, and like
helping if you can, they will call
on you when needed.

A great many more separated
wives should be encouraged to
go to further education courses.
Emphasis has been laid on the
necessity to inform the young
wife about the hazards of Ser-

Mrs. Hurani, pictured at
Bowlands with her baby.

vice life. I remain unconvinced
that such an ignorant imbecile
can exist.

What is needed is the insti-
tution that the hat got to
learn to cope with them.

I hope I haven't been too edi-
tious about all this. I like doing
what I have to do for SSAFA.
I just think we would be more
efficient and less wastefully sen-
timental (or do I mean senti-
mentally wasteful?) in our use
of it.

'AGGIE' ASSURANCE

When the Weslin Naval
Families' Hotel in Southampton
found to have become of the
heavy monetary losses, "some of
our friends and supporters
gained the impression that the
whole organisation was being
disbanded," says Lieut. - Col.
F. M. Savage, R.N., (Retd.), the
Command Secretary of Miss
Agnes Weston's Royal Sailors'
Raid.

"I assure you this is not the
case."



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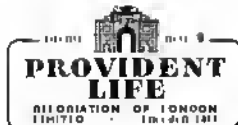
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Second Polaris for launching

H.M.S. Renown, Britain's second Polaris submarine and the first to be built by Cammell Laird and Co. Ltd., is being launched at the Birkenhead yard at the end of this month.

Resolution went down the slip at Barrow last September, and Renown and Renise are building.

Of the nuclear fleet submarines, H.M.S. Valiant (and later Challenger) on January 24 along with the continuous 11 days after her launch ship was again had into Barrow for sea trials.

Warship is the second all-British nuclear submarine, and it was to be accepted into service in April.

Resolution chief awarded B.E.M.

In recognition of his service in the nuclear submarine Resolution and Dreadnought, Chief Engineer Robert John Treen has been awarded the British Empire Medal.

A native of Newton Abbot (Devon), CERA Treen joined the Royal Navy in 1946 at different positions, and subsequently served in most parts of the world before joining the submarine branch in 1951.

After serving in "S", "T", and "A" class submarines, and completing nuclear power training at H.M.S. Salmon and in the United States Submarine School, CERA Treen was



CERA P. J. Treen

transferred to H.M.S. Dreadnought in 1961.

After two years he went to H.M.S. Resolution in the senior engine room rating (port main), where his considerable experience and untiring efforts have been of outstanding value in the building programme of that ship.

CERA Treen lives in Barrow with his wife Pamela and two children, Ann (12) and John (11).

In command of Porpoise

Lieut.-Cdr. David Aylmer has been appointed in command H.M.S. Porpoise, the first operational submarine designed since the Second World War to be accepted into service and able to patrol continuously.

Joining the Navy as a special entry cadet, Lieut.-Cdr. Aylmer has served as a lieutenant in H.M. ships Slender, Talcott, and Cerberus, and as a lieutenant in the submarine Trenchard.

Married, his wife and three daughters live in Ilfracombe, Devon.

Commendation for work in U.S.

A commendation from the United States Atlantic Submarine Force Commander has gone to a British submariner, Lieut.-Cdr. TERENCE THOMPSON, who is the Royal Navy's exchange officer on the staff of Submarine Development Group Two at the Submarine Base in New London.

The commendation records Lieut.-Cdr. Thompson's meritorious achievement in the performance of duty at tactical planning and reconstruction of the tactical analysis

The aircraft carrier H.M.S. Victorious is one of Britain's most powerful warships. Completely modernised in 1958 she now incorporates a fully angled flight deck, 11 catapults, minor landing aids, and "three dimensional radar". This superb 1/600 scale model consists of 94 finely detailed parts and not only 77. These are now over 250 Airfix models in 19 different series. And at prices from 2/3 to 19/6, you now will afford to make all your models just like the real thing!



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From model and hobby shops, toy shops and F. W. Woolworth



Lieut.-Cdr. D. F. Aylmer

Group attached to the Development Group.

Work of the Tactical Analysis Group involved a set of the capabilities of a new type of submarine, and the setting up of realistic at-sea exercises.

H.M.S. Midstone brought off a surprise by winning the Humberhead Advertiser's soccer cup.

H.M.S. Topi, at Foulness in training up, had her non-patrol paint yellow at a point by students who had apparently been using the pop number. "We all live in a yellow submarine."

Osiris—lucky 13—ends commission

When the steam-diesel K.13 sank in the English Channel during sea trials in 1917, one of the recommendations of the Board of Inquiry was that no submarine should ever again be numbered 13, but pendant number 513 has proved to be an exceptionally lucky number for those who have sailed on board H.M.S. Osiris in the past three years.

Those who have been in the ship in the past three years, the 13th have been awarded with the "13" tin.

During the three years that Osiris has been in commission, her first, no less than 109 men

have been born on the ship's boats, and of the original crew who remained in the ship, a dozen remain in the ship's crew.

During the commission the ship rounded 46,700 miles, serving in Home Waters, the Mediterranean, the West Indies, the Indian Ocean, the South Atlantic, and the Pacific.

The commission has been well represented on the ship's list, and those on board claim that they have never managed to find a fault with the ship, and that it has won the Submarine Model Cup (the times out of four), and coming second in the other competition. The ship also won the Squadron Cup—the very last submarine race to date.

Our highlight was the last night of the Submarine Model Cup, when the Osiris was beating the Olympic Army team—a team which had not been defeated for four years.

H.M.S. Truant was out of radio contact for two hours causing a "Submariner" scare.

FAMOUS BELL FOR DOLPHIN

When H.M.S. Amphion returns from Canada this year, she will bring with her the bell of the submarine E.11.

The bell is the property of Mr. James A. Roberts, a Canadian, the Deputy Secretary General of NATO and is presenting it to the submarine museum at H.M.S. Dolphin.

E.11 was one of the first "E" class submarines operating in the First World War. When she was commanded by Cdr. M. Doolittle-Nesbitt, she penetrated the Dardanelles, and created havoc among Turkish ships.

For this exploit Cdr. Nesbitt was awarded the Victoria Cross.



Britain's third atomic submarine, H.M.S. Wren, is being built at Barrow-in-Furness. It is expected to be launched in January 1967. Wren will follow Dreadnought and Valiant into service, and will be followed by H.M.S. Resolution, Britain's first Polaris boat.

Knew how many beans made five

Confident that her staff included a big win, Mrs. O. Wynne, wife of a Navy man who was serving in H.M.S. Midstone, entered a grocery shop competition to guess the number of beans in a jar.

Her stars were right, for she was one out—her minimum was 1,012—and she won a refrigerator and 50s. worth of groceries.

The groceries were almost at acceptable in the refrigerator, for her husband's dull team H.M.S. Midstone was cancelled at short notice, after the had left the Latin almost bare, in anticipation of leaving the house.

Australian Navy submariners are to be issued with a distinctive badge, and the R.N. Submarine branch is wondering...

H.M.S. Amphion was slightly damaged in a collision at Hong Kong.

Submariners, Naval men, past and present, join the International Submarine Association

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APRIL 28—MAY 2, 1967

Navy News

EDITOR:
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Royal Naval Barracks, Portsmouth
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Anxiety in Malta

Many in the Royal Navy today will not understand Malta's protest banners proclaiming "Lord Haw-Haw was right." Those who do will realise why betrayal is the word which springs to the thoughts of the island's people as the row grows over Britain's decision to withdraw the Mediterranean fleet and impose other economies.

Russia has increased her Mediterranean naval forces substantially in recent years, and there is strong evidence that they are growing all the time. But in a strategy based on alliances this is offset by the American presence.

The situation is one which is hard for us to swallow, but Britain's resources demand curtailment to only a share of her former influence. What is so desperately hard to understand is the profit and loss of the latest decision.

Our friends are affronted, a key strategic point on our vet lines threatens to be yet another area hostile to our forces, and all this for an annual saving at the end of three years of about £6,000,000. Even this does not take account of other possible financial consequences of a complete break.

Bluffing?

Malta has already taken a knock over Britain's naval reductions in the Mediterranean, and while it is true that help has been given towards the build-up of the tourist trade and other employment possibilities, the effect of the latest cuts is viewed with deep anxiety. Unemployment and poverty can create an all-too-common political pattern.

In view of the all already being given to the island, it may be thought that the Maltese leaders are bluffing in their sharp reaction to the cuts, but the very unanimity of the opposition is a potent factor to be remembered. "We will face the challenge," declares their Prime Minister.

Britain is said to have told Malta that the cuts are irrevocable. If that be so, and there is no acceptable alternative, only the opening bars are being heard of the Malta finale. It is to be hoped it will not prove to be—for both sides—a lament.



"Tell the Admiral he can do what he likes with his part of the ship—I'm anchoring my half at home for a change."

ADMIRAL DREYER'S KEY POST IN MINISTRY

Integration gets a gingering

Although the changes in the ministerial and headquarters organisation of the Ministry of Defence do not, at first glance, appear of great importance, a study of the implications suggests that they will be far-reaching in the years to come.

No one will underestimate Mr. Healey's determination in creating the kind of Ministry he wishes to see, and if integration has been creeping along with some difficulty, the changes could be seen as a tightening of the Administration's hold.

The removal of three senior ministers, each responsible for a particular Service, and the appointment of two Ministers—Minister of Defence (Administration) and Minister of Defence (Equipment) each responsible to the Secretary of State for all three Services, is a blunt re-emphasis on integration, and strengthens Mr. Healey's position.

Lower status

The three Services will continue to be managed by Admiralty, Army, and Air Force Boards of the Defence Council. Mr. Healey will continue to be chairman of the boards, but the chair will normally be taken by the Under-Secretary of State (Navy, Army, or Air Force).

Thus, while there is "no

change" in the present position, it would be difficult to deny some lowering of the status of the Boards in favour of the newly-strengthened "integration force" of the Ministry. But there is no reason to believe that integration of the Services themselves is being planned.

New post

Outstanding attention in the changes is bound to be focused on Admiral Sir Desmond Dreyer's new post: Chief Adviser, Personnel and Logistics (CAPL) at the Ministry of Defence.

He leaves the Navy Board and his job as Second Sea Lord, and as he remains a serving officer, there is much interest in his new status and responsibilities.

He will be permanent chairman of the Principal Personnel Officers' and Principal Administrative Officers' Committees, and will tender their collective advice to Ministers and Chiefs of Staff (these committees consist of six officers, two to each Service, who are in the top positions on personnel and administration).

Admiral Dreyer will be subordinate to the Chief of the Defence Staff in the sense that he is "ranks below," but he is not on the staff of the Chief of the Defence Staff, and his relationship with that of some of the administrative heads of the Services with their own Chief of Staff. He will report directly, and not through the Chief of Defence Staff, to the Minister

Chiefs of Staff, submit the alternatives, when they have been discussed and defined, to Ministers for decision or for consideration as necessary by the Defence Council.

As the principal adviser in his own field to the Secretary of State, he will tender his own advice to him on the light of the views expressed.

All the official explanations and replies serve to emphasize the key role of CAPL, and after the Navy's frustrating year it will be heartening that the first holder of the office should have been chosen from the Service.

"All these changes," it is officially stated, "are designed to help the Minister of Defence in the formulation of defence policy, and to strengthen the headquarters administration in the interests of all three Services. Channels of Command are in no way affected."

Watch points

In the "furtherance of defence policy, and the advancement of integration," Mr. Healey is fortunate in being able to watch points across the Atlantic.

Integration there is leaps ahead of the situation on this side, and in watching the storms involving the Canadian forces,

the Secretary of State may perhaps be able to trim his sails and steer clear of the worst rocks on the coast.

The Secretary of State says the changes are "a natural development of the process which has been gathering pace over the years. It does not mean, nor does it foreshadow, an abolition of the separate Services."

The new Second Sea Lord, Vice-Admiral Sir Peter Hill-Norton, takes over immediately for a period of six months, and will then relieve Vice-Admiral Sir John Bush as Vice-Chief of Naval Staff.

Admiral Hill-Norton has, in fact, been doing a job somewhat similar to Admiral Dreyer's appointment, but at a lower level. He was Deputy Chief of Defence Staff (Personnel and Logistics) at the Ministry of Defence, but this position has now been abolished.

More to come

Vice-Admiral Sir Frank Twiss, Commander Far East Fleet, will succeed Admiral Hill-Norton as Second Sea Lord next August.

The natural question is, "How will these somewhat complicated changes affect the Navy?"

No change in the present position of the three Services' says the official explanation—but only if it is understood to mean vigorous thought and action on the path of integration.

In this respect, tremendous changes are yet to come. The new structure is a hastening process.

Future of fixed wing aircrew

Among the problems arising from the Government's decision to phase out the aircraft carriers is the question of what is to happen to the Navy's fixed wing aircrew officers, bearing in mind that the carriers are to remain operational as far as possible into the 1970's.

So that the aircrew officers may have time to think about what they want to do, details have now been announced of the various options open to them.

There will be three main alternatives available—remaining in the Royal Navy; transfer to the R.A.F.; or transfer to civil aviation.

The Navy is keen to retain as many officers as possible, and will arrange where possible to re-train them for helicopter duties, or for the many other forms of duty required, such as gunnery, Anti-Submarine, Communications, etc.

U.S. 'Armada' moves over

Landing craft, tugs, barges, and floating cranes which have had to leave France following President de Gaulle's demand that the Americans be to move all equipment and bases from France, have been transferred to South of England bases.

The craft, about 100 in all, known as the United States Army Floating Equipment Reserve, are to be based with the Navy's "mobile" ships at Holyhead, near Southampton, and Dorset, Lyme, Poole.

The craft will be maintained by civilian contractors, and the number of Americans involved is very small.

CHICHESTER AWAY AGAIN

It M.S. Chichester, dressed overall on recommissioning day last July, the ceremony taking place within a few hours of the ship's company's arrival at Singapore by air.

Since July the Irigate has worked up and visited Hong-Kong and Brunei. On the way to Hong-Kong, the ship made a dash to the assistance of a man injured in an American cargo vessel, the S.S. C. R. Mawer. The man was transferred to Chichester by sea land, treated on board by P.D.M.A. Building, and taken to hospital in Hong-Kong.

At Seria, in Brunei, the ship was hospitably welcomed, dined and winced by men of the Shell Co.

A long rest in Singapore has just finished, and the crew now is "On to pastures new."

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BULWARK A'ROAMING



"That's me, mum—99th one along on the starboard side," H.M.S. Bulwark returns to Singapore. Top left: Firebase with 845 Squadron and 42 Co. R.M.

Freedom to cruise

In his first cruise following the end of confinement, H.M.S. Bulwark had embarked two important units, 845 Naval Air Commando Squadron, and 42 Commando Royal Marine.

Events during the cruise included exercises with the Royal Australian Regiment (just returned from Vietnam) at the enemy, the setting being the Shonkwa Hill Bay area of Northern Queensland.

An accident to one of the Westex aircraft interrupted hoophill flying for part of the exercise, and necessitated the assault landing by 42 Commando being carried out by landing craft—a change of plan which helped to demonstrate the flexibility of the Commando Ship Assault Force.



Nursing Superintendent of Sister Hayes

Jon Fettes, accompanied by other members of the "Navy Lark" team, helps Mrs. Thomas, wife of the commanding officer of H.M.S. Ironbridge, to cut the cake at the ship's commissioning at Chatham.

NEW CAREERS OFFICER

Superintending Sister Shirley M. Hayes, of Lockport, Ontario, who is succeeding Sister Shirley M. Hayes as Unitary Advisory Officer for the Queen Alexandra Royal Naval Nursing School, joined in 1955 and has been at Portsmouth, London, Solent, Malta, Chatham, Plymouth, Gibraltar, and Rye. Sister Shirley M. Hayes is taking another Q.A.R.N.N.S. appointment in Singapore.

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Likes the Navy—but ashore



Winn does not serve H.M.S. which is but as well for PO Winn Martin Day, of Co. Dunham, who always gets intensely sea-sick. She is now at Gibraltar, has already been at Malta, and hopes also to go to Singapore.



TEN DAYS OF DIVING TO SEEK CAMPBELL'S BODY

Search difficulties

Difficulties and frustrations encountered in the search for the speedboat Bluebird and her brave pilot, Donald Campbell, have been described to Mr. Jack Smith, the Public Relations Officer, Scotland and Northern Ireland Command, by Lieut.-Col. John Fletcher, R.N., the leader of the diving team.

It was the first day after our return from Chittima and New Year leave, says Lieut.-Col. Fletcher, that we heard that Campbell had vanished and, anticipating that we might be called in, we started to prepare our gear and make plans. Our task was to locate Campbell's body, but first we had to find the wreckage. The first place we found was only a small piece of the hull, and then, on the last day of the full day, we found the wreckage of Bluebird here.

To search the wreck it was necessary to have good light, so you have got to remain still and not catch your air pipe in anything on any jagged part of the metal.

POOR VISIBILITY

If you just touched bottom a cloud of sediment was sent up which restricted visibility to six inches at best.

The next morning we found that the metal of Bluebird had been broken off behind the pilot's seat. There was an item of Campbell's in or around the wreckage, which was dug into the mud with the item lower than the forward section. We worked back along the path of the wreckage in the mud, but there was still no sign of the body. I had expected to find it.

On the third day we located the nose section—in darkness that it was difficult to recognise it. All that day we searched, at length with a line torch comb, but there was no trace of the pilot.

On the Sunday after the cata-

strophe we searched all day without success, and, having seen film and a still photo of the wreck, the next day I moved the search to the north of the wrecking place of Bluebird, in order to cover a couple of splashes I had seen on the film.

We found part of the steering gear mechanism attached to a piece of the hull, and then a piece of wreckage which the anguished identified as coming from the cockpit. It was these pieces which had made the splash.

During the next two days I shifted the search to cover an area on either side of the main line of the wreck, but found nothing significant.

At this stage we had covered all items shown on any film, and without further success, the only thing left was to carry out a wide-scale systematic search which would have taken weeks, even months. I decided that this was the point at which to abandon the search.

MORE PICTURES

Having, however, from Tyne-Tees Television that they had more film, Mr. Villa, Campbell's naval mechanic and I went in to see it, and we found until midnight searching it.

The diving team then did not find the mark on January 12 while Mr. Villa and I saw the film again in slow time, last time, and found no items. There was an object flying out of the forward end of the wreck, and we decided to investigate it.

Ballistic aspects would not be a possible area, which would take four or five days in search, and we waited until again on Friday, January 13, but without success. Then an innocent photo-



Lieut.-Col. John Fletcher, of Edinburgh, leader of the diving team

do and on the Sunday night—claiming that the object was not in the water—I called off the search.

ISAC also gave me

WRECK HUNTING

Admiral Sir Frank Hurrell will preside at the annual meeting of the W.R.N.S. Benevolent Trust, Portsmouth Command, in the Dunbar of Kent Barracks, Southsea, at 3 pm on February 12.

H.M.S. Olympus will participate from February 9 to 12.

grapher reported that the object was not in the water, and we picked up the splash of the object we were interested in.

After the third dive on Sunday, January 13, we located the object. It was the forward main part which was between the two sections and the boat.

At a shrimped attitude in flight it appeared bent, and it was this which we had thought was a body.

There was nothing more to

Another Abdiel for the Navy

The new exercise minisubmarine H.M.S. Abdiel, designed by Thornycroft, of Woolston, to meet M.O.D. (Navy) special staff requirements, and laid down in May, 1966, was launched and named on January 17 by Lady Hopkins, wife of Admiral Sir Frank Hopkins, the Commander-in-Chief, Portsmouth.

The new ship has an overall length of 264 feet, and a beam of 38 ft. 6 in. Displacement is about 1,200 tons, and her speed is more than 15 knots.

Thornycroft built the first torpedo boat for the Royal Navy and, during and between the two wars, built 40 destroyers for the Navy. Since then the company has been building frigates and destroyers, and the new Leander class frigates, H.M.S. Juno, and a minisubmarine in June next. It is being built at Portsmouth.

Visitors, in the past for a year, have found advanced mini sub



Commodore Lea

Commodore begins with a bang

Commodore Hugh Lea began his term in Command of the Royal Naval Barracks, Portsmouth, with a bang. Using a 14 lb. lead shot, he has "knocked out the last block" in symbolically that the demolition of the old Nelson Block.

This is part of an extensive program rebuilding programme. The new Commodore's premises are situated at the head of the Navy Section Operations Division at SHARP in Portsmouth. Other jobs include Staff Communications Officer on the staff of the Commander-in-Chief, Portsmouth, and the Royal Naval College, Greenwich, and Assistant Director of Plant at the Admiralty.

Married, he has three daughters.

F.A.A. MUSEUM'S NEW EXHIBIT

Although little place in the Fleet Air Arm Museum at R.N. Air Station Yeovilton will go, rightly, to a World War II aircraft, 22 of which are on display at the Fleet Air Arm Museum at Yeovilton. In 1943, a new exhibit will command a lot of attention.

It is a Supermarine Walrus Amphibian, which was discovered in a scrap heap at Thame, and initially by Fleet Air Arm maintenance staff at H.M.S. Condon.

The museum will open in the 1967 season on March 17, closing on October 1.

Admission and air mail are free.

RESCUED THE 'ENEMY'

During Easter "Borden", H.M.S. Nalid had an interesting night at sea in the night. The 11-galva job was to find the R.L.A. 1112 and return from attack by Royal Marine commandos. The weather, however, was so bad that Nalid ended up by "rescuing" the enemy and pulling them up for the night.

ALL DISTURBANCE TO GO TO BATH

The link of the Disturbance Allowance Claims Office in the Royal Naval Barracks, Portsmouth, was "civilianised" and transferred to the Principal Director of Accounts (Naval) at Bath on January 28.

The move was not entirely unexpected, for in 1965, when the Disturbance Allowance and Removal Benefit Scheme was first introduced, it was decided that the arrangement whereby all claims for Disturbance Allowance and Removal Benefit would be assessed and payments authorised by the then last Naval Barracks (Portsmouth, Devonport, Chatham and Lee-on-Solent) would be temporary, on the understanding that P.D.A. would eventually take over the movement of all claims. Officers' claims have always been assessed by P.D.A.

It is interesting to note that in 1948 the scheme adopted a payment of £15 Disturbance

allowance in a rating live a qualifying move of his family into private accommodation, but disallowed any payment when a move into furnished quarters was involved.

The allowance was increased in 1953 to £21.10, and in 1959 to £20, which is the current rate. Nowadays a payment of £21 or £22.10, depending on circumstances is usually made for moves into furnished married quarters.

There have been many changes since the scheme was first introduced, and many important concessions have been brought in and approved.

In 1963 the authority for assessing ratings' claims was centralised at Portsmouth. Since then this Authority has received an average of 15,000 claims involving approximately £3 million annually.

It is estimated that more than a quarter of a million claims by ratings have been received and assessed since the introduction of the scheme.

The Admiralty Board appreciates that the Disturbance Allowance and Removal Benefit scheme is a complex one, and that there is constant evolution and misunderstanding

CLAIMS

Many ratings are unaware that they have been entitled to a claim in many problems in they moved. The scheme is continually under review with the aim of simplifying the regulations. The Disturbance Allowance Claims Office has always maintained a close liaison with the civilian counterpart at P.D.A., and claimants will continue to receive the same impartial consideration and information to which they have grown accustomed.

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WEAPON PICTURES

The "Weekend Telegraph" is publishing on February 17 and 18 colour illustrated features on the weapons of the three Services. The main issue on February 17 will feature the weapons of the Royal Navy and the Army, the R.A.F. weapons appearing on February 18. Many of the photographs are unique

Thinking again on dearer subs

The National Council of the Royal Naval Association is to think again on the doubling of members' annual subscriptions. This was the decision, after nearly four hours of hard-hitting debate, at the extraordinary general meeting, held in London on January 21.

At the end of it all there was an atmosphere of satisfaction that the whole affair had been brought into the open, and given members and miscellaneous supporters a taste of the truth.

Admiral Sir Frederick Hamam, the President, thanked the 164 delegates for their attendance, and it is a relief to see that the decision to double the subscription was not taken in a hasty manner.

The conference greeted this decision with a mixture of surprise and a few minutes later voting with a majority of 10 to 1 to double the subscription.

Two views

The conference thrived through the morning, but it was evident at the start of the afternoon that the mood was for debate.

Extremely there were before



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the representation in resolution

"This meeting suggests to the National Council that they withdraw the increase of 10s. to the subscriptions."

And no amendment! "That the increase be held in abeyance for further consideration by the National Council, having in mind the remarks of the delegates present."

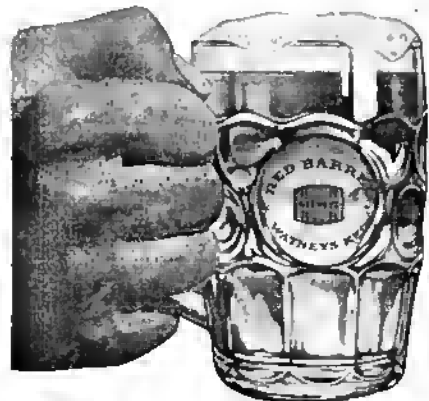
The President reminded the delegates that a two-thirds majority would be required to carry a resolution. Voting on the amendment resulted in 29 votes being recorded in, and the President declared that it was carried.

On the resolution being put to the meeting, 114 hands were raised in favour, and the attendance was given as 164, this just gave the required number.

At the start of the meeting, the full extent of the crisis facing the Association became apparent as speakers noted speakers from the initial area

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RED BARREL - WATNEYS KEG

VICE-PRESIDENT



Admiral Sir David Luce, who has been appointed a Vice-President of the Association.

went to the microphone and told of the branches which they said would die, and of the members who would be lost, if the decision to increase the subscription from 10s. to £1 per annum was put into effect.

Under heavy fire came the Auditor's projected statement of income and expenditure for the year 1966-1970, and when his turn came to reply, he dealt extensively with the various points raised, and especially those concerning head office costs.

He explained that the head office staff consisted of the General Secretary (Lieut.-Col. L. H. Mitchell, his assistant, and a clerical responsible for all

Delegate's views

The following comment on the special meeting has been received from Shipmate H. N. Fletcher, representing the Blechley (Buck) branch: "Many I expect my sister disapproved of the conduct of some delegates."

I was under the impression we went to this meeting to discuss our disagreement with the N.C.'s decision to raise subscriptions by 100 per cent, and if possible, help them find ways and means of overcoming the present financial state of the R.N.A.

To try to recover ALL the losses of the association by pruning was rather an over-ambitious aim, but to think that the General Secretary's salary could be the answer to all our problems was not only ridiculous, but also an insult to all those shipmates who serve the Association one way or another.

Some of the attacks made on individuals and small committees was, to say the least, too degrading to be associated with. I also hope the auditor made a very lasting impression on those who think a financial statement is nothing more than a shopping list.

While not agreeing with the drastic steps taken by the N.C. at the end of the day, I do not say they are the only ones we have to do. I find it worthwhile

Vice-Admiral Sir Fitzroy Talbot opens Port Talbot's new club

the offices in the building at 2 Lower Sloane Street.

End of lease

Other matters in debt with were the reasons for putting money aside to have the necessary sum available when the lease was out in 19 years time, the income for lumping together various items on the statement of accounts, the provision for depreciation on the General Secretary's car, and the basis on which the 10th meeting expenditure had been estimated. The Auditor concluded that the estimate might have been pitched at a marginally higher figure than might be expected.

"But it would only be marginal," he emphasised, "and the figures are certainly not inflated."

The Auditor was warmly applauded in the conclusion of his explanations.

Despite the Auditor's statement that he did not consider that people were overpaid in the Association, some of the delegates had their teeth into this, and were not going to let go. More details were demanded.

Eventually the General Secretary got to his feet and said quietly, "I get £24 a week. There was a pause, and it seemed some time before the delegates, the subject was not mentioned again.

But one way and another the General Secretary had a rough passage, though subsequently the conference had praise for his "unflinching help and co-operation."

In view of the financial situation, doubts were raised whether the Association could afford to spend on publicity, and on travelling about.

Economy ideas

The conference hammered on with blunt suggestions and replies on the various ideas put forward for cutting costs, and one leading point made was that even if the subscription were raised, the resultant loss of membership would mean ever-decreasing subscription for those remaining.

As expected there was much argument about the Slingshot office, and the possibility of selling the lease, including the money, and either renting cheaper rooms or of giving the possibly all free income perhaps in a novel barracks at one of the ports.

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PORT TALBOT'S £60,000 CLUB

Only three-and-a-half years after being formed, the Port Talbot branch opened its £60,000 Social Club, the result of much hard work.

The club itself has a large concert hall which holds 400 people, an extensive lounge overlooking Swansea Bay, a meeting bar and games room. The premises are at the Port Talbot waterfront.

The opening ceremony was performed by the Commodore-in-Chief, Plymouth, Vice-Admiral Sir Fitzroy Talbot, who described the branch's efforts as "a wonderful achievement."

On opening day—December 22—guests were very much in evidence, and Admiral Talbot had to make the journey from Plymouth by road instead of by helicopter as had been arranged.

Sir Fitzroy was welcomed on arrival by the club chairman, Shipmate W. Harding and Shipmate L. G. Robson, the secretary, and was then introduced to the committee. Among the committee men were Shipmate F. Johnson, whom the Admiral recognised as a member of one of his old ships.

Appropriately enough the first glass to the club was the ship's company of H.M.S. Pylades.

The Secretary, R.N.A. Social Club, Port Talbot, said the branch is looking for a ship's bell, or anything which will add a nautical touch to the club.

and in ways large or small and almost innumerable ways in which to reach the outposts.

In his final speech the President made a personal statement in which he expressed regret that longer notice was not given of the meeting, and that more encouragement was not given to discuss the problems of the annual conference. "For that I apologise," he said.

He assured the delegates that all the points raised would be dealt with at the National Council meeting in February, and given the most careful consideration.

"That I feel I must state that in the past the annual conference has been a disappointment to many of us in the National Council," said the President.

His final appeal was for the best way of all in emerging from their troubles—a substantial increase in the membership. And that was up to the members.

When the audience closed there were many who would still have liked the chance to speak. However, there is opportunity for them and the branches they represent.

Bright ideas, the President said, would be welcomed in the past.

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'Father' of the R.N.A.

DEATH OF CDR. WOOLLARD

Cdr. Claude L. A. Woollard, R.N., who was the founder and first chairman of the Royal Naval Old Commanders' Association, died on December 25, 1966, at the age of 87.

It was in February, 1934, that Cdr. Woollard spoke at Admiralty House on the subject of an association for ex-naval men, and, following a B.B.C. announcement on November 27, 1934, an inaugural meeting took place in London on January 3, 1935, and the R.N.O.C.A. came to be known as the Royal Naval Association, with Cdr. Woollard as its first president.

Cdr. Woollard's interest in the association did not flag, and he was still a member at his death, having been associated with several branches.

A man of immense energy and enthusiasm, he served during the First World War.

He had many interests and had sailed round the world three times. He was the founder of the International Association of Master Mariners, the Cape Horners' Union who had rounded Cape Horn and sailed, and regularly took part in the "Old Crank" race from London to Brighton.

Another of his activities was to join the English Rose—from 1947 to 1960—an organization for the training of young girls.

CALLING OLD SHIPMATES

AD Vice Stimpson (H.M.S. Flying Fish 1914), and Stoker Bagnall, at any other who served with C.E.M.S. 1914, in the war, C. O'Brien, 11 Hurling Road, Luton, Beds, nquire.

It is hoped to hold a reunion in the Plymouth area in the Autumn, 1967, of ship's company of H.M.S. Diana, second commission, 1956-57, Capt. S. Gowan, R.N. Those interested should write to C. A. S. Smith (retired), 2, Duntreath Avenue, Cranleigh, Plymouth.

W. C. Smart, Flat 2, 198 Beachy Strand, Chichester, New Zealand, who was on loan from the Royal New Zealand Navy in H.M.S. Bangor from October, 1940, with Td. F. Leigh and Sign. J. W. Smith, also from New Zealand, would like to hear from any who served with him in H.M.S. Bangor.



'TREMENDOUS PUNCH' OF NEW NAVY

Speaking at the annual dinner of the Portsmouth branch, Admiral Sir Frank Hopkins, Commander-in-Chief, Portsmouth, the principal guest, said that the present day Navy "is a Navy with tremendous punch and kick." It was more powerful than ever, and a "moderate portion" of the fleet could rapidly destroy both fleets which took part at Jutland.

Speaking of the disappearance of the fighting forces which is always evident between major conflicts, he told his audience that they could do much to help combat it. Exercise men were the Services' best ambassadors.

"Mink the Navy's nose in Clive Street," he said, "for the Navy relies for its very livelihood on a stream of young men of the highest calibre."

Admiral Hopkins said that the Navy should not become disinterested in the Government's decision to abandon the aircraft carriers by 1975. The aircraft was the Navy's hitting power, and much could happen before 1975.

Mentioning that the Navy was receiving new recruits, that the Portsmouth programme was going ahead, bigger ships were planned and better weapons were on the way, he went on to say: "I want to make it quite clear that the Navy is the finest fighting service in this country or anywhere else."

Other speakers at the dinner were Shipman E. N. ("Bob")

Pearo, branch chairman, and Shipmate Capt. G. Colville, R.N., branch president.

Wear parties done in style

Things are done in style when the West branch gives a party, and the luncheon during the recent festive season was no exception.

Just before Christmas the combined committees of the branch maintained over 100 senior members, their wives, widows of late members, and members of members. There was a dinner, each senior member was handed 50/-, so one was permitted to purchase luncheon, and an Old Time Main Hall show was put on.

At the nomination of the party each senior member and navy guest was handed a Christmas present. Those senior members who could not be present were no exception—the Welfare Committee saw to it that each received his presents.

Because the members were so large, the annual children's party had to be held in two parts—the young children on January 3 (180 of them), and the other 150 on January 4.

Parties such as these cannot be arranged unless there is co-operation from everyone, and at West the main committee, and the welfare, maintenance, gardening, club, informants, and Welfare committees, not forgetting the ladies' section which has done such good work since.

APPOINTMENTS

Twice a month—from H.M.S. Blanche, the first ship to be sunk by a magnetic mine, from H.M.S. Mincos, bombed and sank off south-west England after the Bristol action, Dudley Leslie Davenport was promoted to Rear-Admiral to date January, 1967.

Appointments recently announced include: Admiral Sir Desmond Dwyer, President, Chief Officer, Personal and Logistical, January, 1967. Vice-Admiral Sir Peter Hill-Norton, President, at Second Sea Lord and Chief of Naval Personnel, January, 1967. Vice-Admiral Sir Frank Tovey, President, at Second Sea Lord and Chief of Naval Staff, August, 1967. Vice-Admiral Sir Peter Hill-Norton, President, at First Sea Lord and Chief of Naval Staff, August, 1967. Capt. R. D. Calver, Director of Command and Control, 11th April, 1967. Capt. W. P. R. Barber, Victoria in command, July 12, 1967. Capt. R. D. Linn, 1st, February 29, 1967, and in command on command, July 12, 1967. Capt. P. W. L. Humber, Commander in command, May 15, 1967. Capt. R. L. Fereday, Scarborough in command and at Cardiff, Portsmouth Training Squadron, April 1, 1967.

"Hammers" take Ramsgate prizes

For a small branch the shipmates of Ramsgate get about 100 prizes, and, to mark the 50th anniversary of the branch, the shipmates and wives of the West Ham branch of a social evening, numerous prizes being taken home by the "Hammers."

In December, in addition to the usual "get-togethers" in their headquarters, the branch enjoyed a Christmas Fayre with the Queen's Own Ball Association, and also joined Deal local service organised by the Salvation Army.

On December 15 Ramsgate held a "Bring and Buy" social, which helped to swell the bank of the branch.

On December 15 Ramsgate held a "Bring and Buy" social, which helped to swell the bank of the branch.

Vancouver veterans dedicate colour

For the first time since its formation, the Vancouver Naval Veterans' Association—the Canadian equivalent of the Royal Naval Association—took part in the Remembrance Day parade on November 11.

With the new Canadian flag, a White Ensign was carried in the parade.

On December 13 the Vancouver Veterans held a ceremony in conjunction with the Naval Reserve ceremonial division, when the colours were consecrated and presented.

BARHAM SURVIVORS

The tenth reunion dinner of the H.M.S. Barham Survivors' Association was held in H.M.S. President on November 26, and 150 survivors, relatives and friends were present. Prior to the dinner the survivors attended Eversong in Westminster Abbey.

'SIXTEEN BELLS, SIR'

The youngest sailor on board H.M.S. Victorious, at that time in Singapore, singing in the New Year, while Capt. I. S. McIntosh, R.N., points that the correct number of bells in the ship, who lives at Guiton, near Hove, and who is 16 years and four months.

The nearest great Christmas, 1966, undergoing a long week self-maintenance period in Singapore, and many of the officers and ratings took the opportunity of having their wives and families on the holiday, but for most people Christmas was spent in or around the swimming pool and bars of the naval base.

Volunteers, working to the end of the year when the ship has been in Singapore and during the recent festive season, have been decorated, the Christmas Ham on the table of the ship's table. This ham for the last time, has about 36 residents.

The longest and the large bedrooms have been redecorated, and, before the ship leaves the station, it is hoped to have the interior done.

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Applications from service personnel who are familiar with the operational and engineering problems in modern electronic systems, would be welcomed. A reliable starting salary will be offered together with immediate entry to the Company's pension and local authority scheme.

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A nursery for Navy soccer

The Portsmouth Royal Navy Football Club, which came into existence in an effort to bridge the gap between establishment football and occasional Command matches, has teams in the Hampshire League, Division II and the Portsmouth F.A. Senior Division I, and these teams are in comfortable and profitable positions.

In addition the club has a Youth side, which will provide a natural ladder of progress for the younger players, and both Command and Navy sides will reap the benefit in the future.

Local Dennis Probe manages the senior team and "Florie" Ford the junior one, and Lieut. Probe devotes a great deal of his time in the Youth side.

With men like Jim Gordin, Terry Spink, Derek Gordin, Roy Wilkinson, Brian Cawley, "Dolly" Gray, Dave Blundell, Ron Mitchell, Ray Armstrong, "Puncher" Martin, Ben Laon and Jack Pasqueton in the junior side, the club seems assured of many good games.

Navy promotes Cyclo-cross

The National Cyclo-Cross Championships are being promoted by the Royal Navy at Birmingham on February 11, and the following have been selected to represent the Royal Navy—CERA D. Winner (Birmingham), 1PD W. R. Carter (Sulham), POMIE K. Milne (NRDC School), NAAHO S. Naylor (Dartmouth), LMIE R.

SPORTING ROUND-UP

Hendry (Director, AB M. Kavanagh (Director) and Min T. Philip (1-3) Club.

Many open-turf trials are being promoted by the Plymouth Football Club between March 4 and July 25, and all trials are open to all ranks and ratings of the R.N., R.M., W.R.N.S. and Q.A.R.N.S. Details can be obtained from Wm. Sub. Lieut. I. A. Parker, R.N., R.N. Hospital, Plymouth.

Lady Hopkins presents cups

At the annual general meeting of the Royal Naval Sailing Association on January 6, Lady Hopkins, wife of Admiral Sir Frank Hopkins, Commanded-in-Chief, Portsmouth, the Commodore of the Association, presented the prizes.

Prize-winners were: Hummard Cup: Sub. Lieut. J. L. R. Williams.

Merrill Cup: Britannia Royal Naval College, Dartmouth.

Citation Phillips Cup: H.M.S. Melville.

St. George Cup: Mr. K. Adair Cullen.

Victor Commodore's Cup: Lieut. R. P. Pittman.

R.N.V.R. Auxiliary Patrol Cup: Cdr. E. A. Woodcock.

1967 programme for Saddle Club

The Royal Naval Saddle

Club racing programme for 1967 comprises—

In the Royal Naval Saddle Club race with the Girth and South Berks Hunt in Tweseldown, near Aldershot, on February 25.

1st The Royal Naval Saddle Club race with the Girth and South Berks Hunt, near Aldershot, on March 27.

1st The Royal Naval Saddle Club race with the South Devon Foxhounds in Farthing Cross, near Newton Abbot, on May 16.

Additionally there are other races on February 18, March 17 and 18 and March 24.

Anyone wishing to ride, or can enter a horse, should contact Lieut. Cdr. Charles Pender, Little Heath Stables, Rye, or the R.N. Tidmarsh, Pangbourne, Berks.

Navy eleven 'all at sea'

The Universities Athletic Union seemed at times to be making things tough for the Royal Navy soccer XI in the Victory Stadium on January 18, and ran out winners by ten goals to one.

On a pitch which was soon shrouded in a mist, the Navy XI was "all at sea", and it was, in a word, a fine defence which saved the side from an even bigger defeat. As it was, it was an own goal by centre-half Brian Dixon which gave the U.A.U. the victory—a victory which was slightly theirs because of the team's inability.

Roger Truise, Cliff Hildon, and Brian Dixon had been brought out the Navy side in the hope that the attack could be improved, but it could not

SPORTSMAN OF THE MONTH



Sgt. Derek Evans, H.M.

"There's nothing wrong with boxing—if it is properly organised," says our Sportsman of the Month, Sgt. Derek Evans, R.M. And he ought to know, for he has been connected with boxing for 30 of his 40 years. In 17 of them he had some 250 bouts and, after retiring from active boxing, he has been engaged in coaching in the sport.

Sgt. Evans left school at 14— he boxed for the school team—and his first prize, a small medal, was won in 1942 when he was 15, boxing for J. and E. Hall's of Dorford, a well-known club which put Dave Chatterton on the boxing ladder. He joined the Royal Marine

he said that any of the three really throne.

Spillbury had a fine game. Some of his men were splendid.

Royals coach has fingers crossed

Cliff Set Derek Evans, the Royal Marine boxing coach, is keeping his fingers crossed, for he reckons that his squad of boxers can retain the Navy championship next month.

The squad are receiving lots of invitations to box, some being against good-class opposition, and he has "the experience" in his hands.

Five Royals boxed in Kingston-on-Thames last month, three bouts being won and two lost, but of the two, one was reckoned to be the best bout of the evening. Marine Colman lost, by a majority decision, to Mark Winter of the Sunhill A.C.

The three winners were Max Smith, George Smith, and Ron Adams, and the other loser was Dave Boden.

NOVICE BOXING

The carrier H.M.S. Victrola did well in the first Novice boxing championships, winning seven out of the 12 bouts in the final, and being the winning team by a margin of 20 points. The Best Novice trophy went to OS Vice.



CPO J. Harvey, captain of the successful Naval Air Command boxing team, which won the Inter-Command trophy by beating Plymouth. Portsmouth had the Royal Marines team.

Slogger for 17 years—never knocked out

In 1945, and his first foreign fight was in Hong Kong with 44 Cds, and subsequently with 40 Cds in the Mediterranean.

Although he boxed occasionally during the foreign commission, it was not until he returned in Plymouth in 1949 that he took up the sport seriously.

In 1950 he won the Devon, Dorset, and Cornwall A.A.A. middle-weight title, and this was followed by the R.M. middle-weight open. He won the British light middle-weight championship for 1951, 1952, and 1953.

In the R.N. Finals in 1951 and 1953 he lost to the Scottish International Donald Phillips. He also represented the Navy on

three occasions—namely the R.A.F., Wm., and at the I.S.B.A. meetings.

Ch. Sgt. Evans says he was a slugger—always ready to have a go—but he was never knocked out.

He took up coaching after qualifying at the B.L.B. in 1951, and his efforts have been rewarded in that his youngsters have had considerable success.

Last season the Corps won both the Open and Novice Championships, and he says he would like to repeat this success this season before he leaves the Service next August.

Married, Ch. Sgt. Evans has two children, Mark (9) and Terry (7).

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The water polo team of H.M.S. Victrola continue to uphold their reputation. On six recent matches they won five and drew one.

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